Following is a visual representation of typical levels of service for a roadway:

# Figure 6 Level of Service

#### Level of Service A



Driver Comfort: High Maximum Density:

12 passenger cars per mile per lane

### Level of Service D



Driver Comfort: Poor Maximum Density:

42 passenger cars per mile per lane

### Level of Service B



Driver Comfort: High Maximum Density:

20 passenger cars per mile per lane

### Level of Service E



Driver Comfort: Extremely Poor Maximum Density:

67 passenger cars per mile per lane

#### Level of Service C



Driver Comfort: Some Tension

Maximum Density:

30 passenger cars per mile per lane

## Level of Service F



Driver Comfort: The lowest Maximum Density:

More than 67 passenger cars per mile per l

In our planning practices, the Level of Service (LOS) is typically represented by using the capacity of a roadway compared against the actual volume that is on the roadway. There are two types of capacities that should be understood:

# Design/policy capacity & ultimate capacity

The design/policy capacity is the operational level at which you would like your facilities to operate. This is generally a policy decision or based on expectations of the local area. NCDOT typically designs for a LOS C/D capacity when new roads are constructed or improved by widening. However, since this is a policy decision, the actual "number" for this capacity can vary widely between areas based on their own desires for transportation. It is recommended that the LOS D value be used as a guide to determine what facilities need improving in an area.